

MARINE TERMINAL FACILITIES AT THE PORT OF NEW YORK



Brooklyn waterfront as it will appear
upon completion of the Port Authority's
\$85,000,000, seven-year development program.

THE PORT OF NEW YORK AUTHORITY

THE PORT OF NEW YORK AUTHORITY

For over one hundred years the Port of New York has been the world's leading seaport, handling the most cargo, the most passengers, the largest ships. It is the port of superior service, both in frequency of sailings and in the handling of shipments.

The New Jersey-New York Port is a vast area with six hundred fifty miles of usable waterfront. Along this shore area are more than two hundred piers capable of handling four hundred ocean-going vessels at one time. Behind these piers are warehouses with fifteen million square feet of floor space accommodating cargoes of every description.

Thirteen million people live in the seventeen counties and more than two hundred separate municipalities comprising the New York-New Jersey Port District. It is one of the heaviest concentrations of industrial development in the world, including great oil refineries, an unlimited variety of manufacturing and processing plants, shipyards, and the center of the nation's garment industry.

The area's geography and multiplicity of governments have complicated the handling of commerce and trade. The increased mobility and flexibility of transportation during the Twentieth century emphasized and brought to public attention the need for the coordination and unification of this vast area into a single economic unit.

In 1917, the Governors of New York and New Jersey established the New York-New Jersey Port and Harbor Development Commission. The Commission was assigned to study the various problems related to commerce and trade in this metropolitan area and to submit recommendations as to how the port could be improved. The report was completed in 1920 and reviewed all of the factors which went into making this port area a great center of foreign trade. It recognized the vital importance to both States in

keeping the Port of New York the primary gateway to the United States.

After considerable public discussion of the Commission's conclusions and recommendations, the Legislatures of the two States authorized the Port Treaty creating The Port of New York Authority on April 30, 1921. The Treaty was signed and approved by the Congress and the President.

The Port Authority, the first Authority set up in this country, is an agency of the two States of New York and New Jersey, charged with two basic jobs under the Port Treaty -- the development and operation of transportation and terminal facilities in the Port District, an area within a twenty-five mile radius of the Statue of Liberty; and the promotion and protection of the commerce of the port.

The entire Port Authority program is carried out on a self-supporting basis, without the benefit of tax moneys or assessment. It cannot pledge the credit of either State. To date, the Port Authority's investment in nineteen public air, land and sea transportation and terminal facilities amounts to over \$600,000,000. During the next five years, land, sea and air terminal and transportation facility development for the New Jersey-New York Port District will total an additional \$600,000,000.

In carrying out this program, the Port Authority functions as a public corporation, with operating policies patterned on sound business principles and practices. A career staff of approximately four thousand employees is responsible to a twelve-man Board of Commissioners. These Commissioners, six of whom are appointed by the Governor of New York and six by the Governor of New Jersey, receive no compensation for their service, which is devoted to the public interest in determining the policies and program of the Port Authority.

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MARINE TERMINAL FACILITIES AT THE PORT OF NEW YORK

Historical Rise to Supremacy

The initial development toward seaport superiority at New York came about during the 17th century, when Dutch traders set up the colony of New Amsterdam at the mouth of the Hudson River. The colony was centered on Manhattan Island, strategically located between the Hudson and East Rivers, with the purpose of trading with the Indians in the area. The colony became a permanent settlement after the purchase of Manhattan by Peter Minuit for \$24.

Located at the end of a long and richly productive river valley, the New Amsterdam colony soon became the trading post for all people in the area. The Hudson Valley is a natural gateway into the interior regions through the Appalachian Mountains, providing the only easy avenue of entrance inland along the Atlantic Coast. The earliest known shipping manifest of a vessel clearing the Port shows a cargo of 7,246 beaver skins, 1,000 assorted other skins, with oak and hickory timber. This manifest dates back to 1626, and valued the cargo between \$25,000 and \$50,000.

The first docks were marginal wharves built along the rivers' edges in shallow water. But as commerce increased, so did the size and draft of the sailing vessels, and soon it became impossible to dock along the shore. At first, filling in of shallow water was attempted, but the size of vessels grew faster than filling could be done. Front Street and Water Street in lower Manhattan got their names from their former location on the waterfront.

The only solution to the docking problem was the development of the finger-type pier to replace shoreline wharves. In this manner ships could be tied up in deep water and cargo transferred direct to the land. The original piers were built as extensions of the city streets, first along the East River, and later along the Hudson River as commerce flourished. Present pier locations and dimensions bear a direct relationship to their locations when the system had its beginning.

The acquisition of the Northwest Territory brought to New York the premier position as trading and shipping center for the young nation. Wagon trains passed along the Hudson and Mohawk River Valleys into the Territory, which gave the products of its resources to the world over the same route. For the time being, New York was the sole receiver of goods destined for the interior regions, and the exporter of all manufactured products from that area.

By the time railroads and steamships entered the transportation picture, the pattern of export-import movement had been set overwhelmingly in favor of New York. Development of facilities for handling and processing goods was much further advanced here than for all other North Atlantic ports, and the New York-New Jersey Port was able to provide services that other cities were not able to offer. Only nine miles from the open sea and protected from storm waves and violent rip tides, New York could offer a sheltered anchorage for hundreds of vessels. There was a ready market for goods because New York had become the largest city in the nation and offered the cheapest route of shipment to the interior regions.

The growth of New York's economic status naturally led to local establishment of headquarters for banking, ship chartering, and freight forwarding services. Established also was the center of immigration activity and the American terminal for the great steamship passenger lines. In 1907, a record 1,285,349 immigrants passed through the processing station on Ellis Island.

Lower Manhattan as it appeared in 1776. The colony flourished with a population of more than 25,000 people.



The Port of New York Today

Today, the Port of New York is the leading port in the nation for vessel movements, tonnages handled, and services offered to shippers of raw materials and manufactured products. The port is free from ice all year long and is rarely hampered by heavy fogs. Anchorage areas in the Upper Bay are only a short run to any of the piers. Channels are dredged to a depth that will accommodate the largest vessels afloat, with a minimum depth of 35 feet found in most sections. More than 400 vessels may be berthed simultaneously at the Port's 200 general cargo and bulk cargo piers.

Cargo is moved overland into the Port District by 11 railroads and more than 500 motor truck carrier companies. Air cargo is moved through the regional airports by 37 domestic and international airlines. At present, about 30 per cent of all cargo moving into the Port for export, and 75 per cent of the import traffic is handled by motor trucks.

Rail export freight reaches the steamship piers by means of the carfloat and lighterage systems. A carfloat is a shallow draft barge equipped with railroad tracks, having a capacity from 6 to 20 railroad cars. These cars may be unloaded directly into the outbound vessel, unloaded onto the pier, or moved to another railroad siding on land in other sections of the port. Transfer from land to carfloat is effected through utilization of float bridges. At present, 9 of the 11 railroads offer carfloat services to shippers.

The lighterage system offers an unmatched flexibility of service to the shipper. The "water belt line" will move goods to any point in the harbor rapidly and smoothly.



Railroad lighterage is a movement process in which contents of railroad cars are unloaded in the classification yards and reloaded onto lighters and barges. The barges may be towed to any part of the port for later processing. Barges, both covered and uncovered, have an average capacity of 400 tons. Most lighters are equipped with derricks to assist in handling of goods and some are self-propelled. Nine of the Port's railroads offer marine lighterage services.

Ship turn-around time is greatly decreased at this port when simultaneous loading and unloading operations are carried on from the pier and the lighters on the offshore side. At present there are more than 4,000 tugs, carfloats, barges, lighters, and scows in operation on the harbor waters.

An endless variety of manufactured goods and raw materials moves across the gigantic freight platform that is the Port of New York. An average of 140,000,000 tons of cargo per year is handled in foreign coastwise, intercoastal and local traffic, of which 36,000,000 tons is foreign trade cargo. The Port's most important exports include agricultural, electrical, and industrial machinery, iron and steel products, vehicles, chemical specialties, and food products such as wheat flour and animal fats and oils. Major import commodities are cocoa, crude rubber, newsprint, inedible vegetable oils, bananas, and iron and steel products. A summary of foreign trade activity for 1956 is outlined below.

PORT OF NEW YORK FOREIGN TRADE, 1956 (long tons)

General Cargo		% U.S.
Exports	6,397,040	23.7
Imports	6,494,649	28.5
Total General Cargo	12,891,689	25.9
Bulk Cargo		
Exports	2,320,326	2.7
Imports	21,033,488	17.0
Total Bulk Cargo	23,353,814	11.1
Total Exports	8,717,366	7.7
Total Imports	27,528,137	18.8
Total Cargo (all types)	36,245,503	14.0

Source: Department of Commerce
Bureau of Census



Superior Steamship Service

One reason why New York is the world's leading seaport is that superior steamship service is offered here - greater frequency of worldwide sailings than any other port, with 85 per cent of these sailings direct to foreign destination with no intervening American ports of call. There is always a ship ready to sail; if not today, then surely tomorrow or the next day. In a year's time, more than 25,000 ocean-going vessels from 170 steamship lines representing every maritime nation in the world enter or leave this splendid harbor, an average of one ship every 20 minutes around the clock, every day of the year. The accompanying chart summarizes steamship movement activity for 1956.

Aerial view of the Trans-Atlantic Piers - American terminal for the world's most luxurious ocean liners. Here nine "queens of the seas" are shown tied up on Manhattan's West Side.



PORT OF NEW YORK VESSEL MOVEMENTS, 1956

Arrivals

Dry Cargo	
Foreign Trade	6,099
Coastwise and Intercoastal Trade	3,158
Total Dry Cargo	9,257
Tanker Cargo	
Foreign Trade	1,199
Coastwise and Intercoastal Trade	2,250
Total Tanker Cargo	3,449
Total Arrivals	12,706

Departures

Dry Cargo	
Foreign Trade	6,238
Coastwise and Intercoastal Trade	3,051
Total Dry Cargo	9,289
Tanker Cargo	
Foreign Trade	1,263
Coastwise and Intercoastal Trade	2,175
Total Tanker Cargo	3,438
Total Departures	12,727

Total Vessel Movements 25,433

Source: Maritime Exchange Bulletins
Feb '56 - Jan '57

Many Additional Services

Additional services available to shippers who use the Port of New York include routing, clearance and ship chartering services offered by 850 foreign freight forwarders and Custom House brokers whose offices are located in lower Manhattan. Men with years of experience in this field capably handle all the administrative problems and paperwork involved in export-import shipment of goods. Offices of the banks that finance 75 per cent of all United States foreign trade are situated here also. Exporters who want their products packed for overseas shipment at the seaport have available to them a number of export packing firms whose services guarantee the protection and preservation of products against the hazards of an ocean voyage.

Heavy lift service is offered at the Port for consignment of individual pieces of cargo weighing up to 250 tons. About 100 floating heavy lift derricks of various sizes are readily available.



NEW YORK MARINE TERMINAL FACILITIES

General Cargo Piers, Brooklyn

The Brooklyn waterfront handles a major portion of the waterborne general cargo traffic through the port, -- an estimated 45 per cent of all foreign trade goods. One-hundred-forty-five general cargo berths are available along the shores of the East River, Buttermilk and Red Hook Channels, and the east shore of the Upper Bay. The major portion of the pier area

is owned and developed by private interests and public corporations other than the City of New York. The largest of these areas are the Brooklyn-Port Authority piers, Beard's Erie Basin, and the Bush Terminal. Situated on the Brooklyn waterfront also are the Brooklyn Navy Yard and the Brooklyn Army Base.

Goods of all types, ranging from pieces of industrial machinery weighing over 100 tons to microscopic watch parts are handled here with care and dispatch. Livestock moves across these piers, too, as well as jewelry and art treasures. The area is reached by railroads utilizing carfloat and lighterage delivery services, as well as through the trackage operated by the Long Island and private terminal railroads. Trucks easily reach the piers by using the Brooklyn Bridge and Brooklyn-Battery Tunnels, then through city streets and expressways to the piers. Truck traffic from New Jersey is also ferried over to Brooklyn from Staten Island. Truck travel from interior regions of the country to Brooklyn will be made easier when the proposed bridge across the Narrows is constructed and put into operation.

A busy day at the Bush Terminal piers.





Artist's rendering of the Brooklyn waterfront as it will appear upon completion of the Port Authority's \$85,000,000, seven-year development program.

Brooklyn-Port Authority Piers

The \$85,000,000 seven-year development program of two miles of choice Brooklyn waterfront was made possible by the Port Authority's recent purchase of the property from the New York Dock Company. The greatest program of its kind ever undertaken in the New York-New Jersey Harbor, it comprises the construction of ten new piers, the rehabilitation of an existing pier, the construction of three new warehouses, and the improvement of fifty acres of upland area.

Under the Brooklyn-Port Authority marine terminal development plan, twenty-five of the existing obsolete piers, from 36 to 65 years old, will be replaced with 10 wide, single-story, steel and concrete structures fully fire resistant and fire protected. One of the existing piers in the Atlantic Basin will be completely rehabilitated. Altogether, there will be 25 modern vessel berths instead of the 44 narrow, deteriorated berths which exist at the present time.

The 10 new piers with 23 berths will be provided with 90,000 square feet of shedded space for each berth. The total shedded area of the completed project will be over 2,000,000 square feet as compared with the existing 1,500,000 square feet, an increase of about a third. Twenty-foot aprons and extensive truck service areas will be provided at each facility.

Construction of the first of the great new marine terminals, the \$8,000,000 Pier 11, a three-berth quay in the Atlantic Basin, began on July 1, 1956, and will be completed around April 1, 1958. One of the most efficient harbor installations in the world, the quay will be 2,100 feet long and 270 feet wide.

The remainder of the two-mile development will be built over the seven-year period to assure the least possible degree of disruption to operations of occupants of the existing facilities, which handle 17 per cent of the Port's foreign trade general cargo. The new Brooklyn-Port Authority facilities are expected to have a capacity to handle about a fourth of the Port's present volume of cargo of this type.

The 50-acre upland area will be cleared to provide 250,000 square feet of single-story efficient storage space and 45 acres of paved area to accommodate cargos and handle the 3,000 trucks a day which comprise the pier cargo traffic.





NEW YORK

NEWARK

ELIZABETH

NEWARK AIRPORT

NEWARK BAY

BAYONNE

KILL VAN KULL

STATEN ISLAND

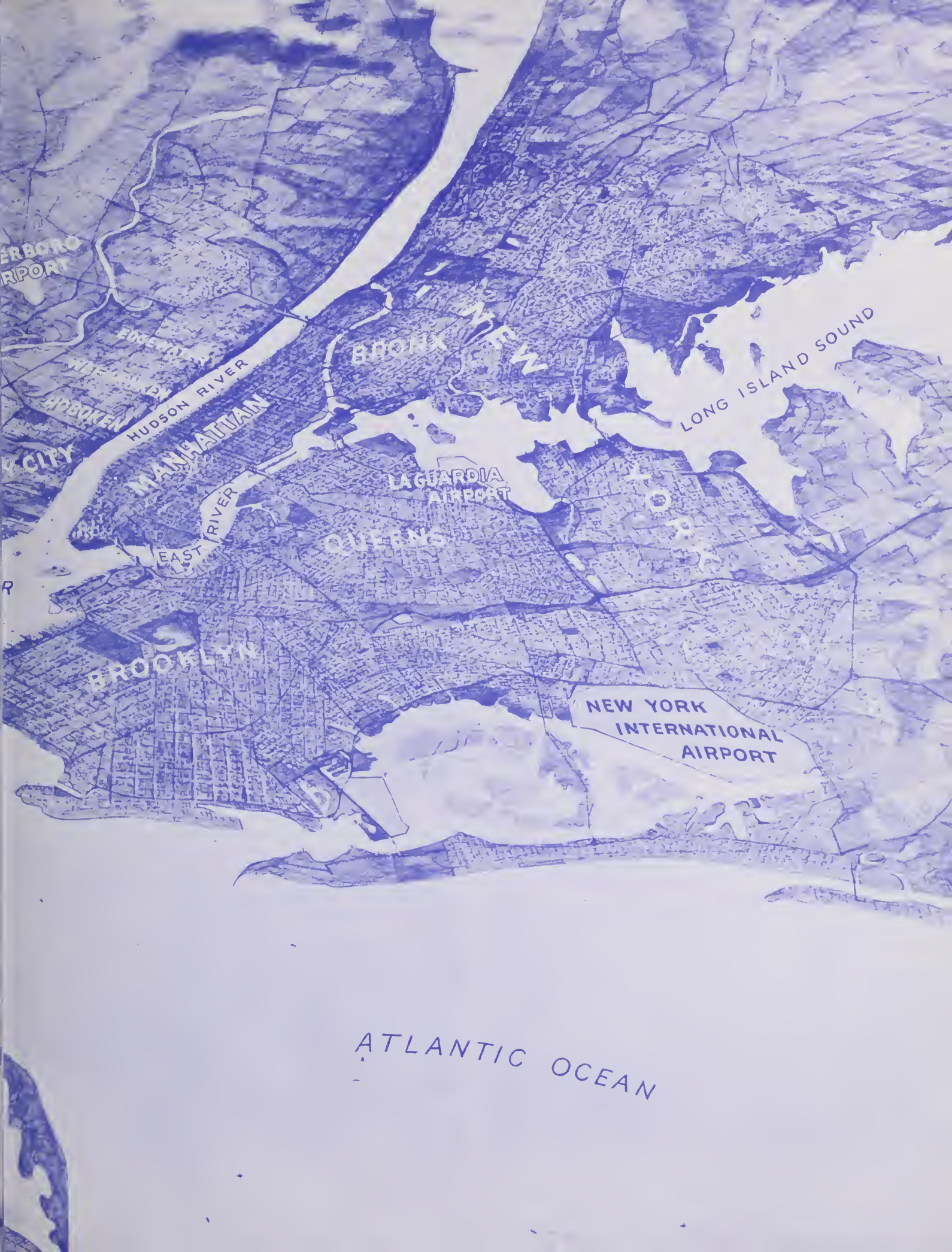
ARTHUR KILL

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RARITAN BAY

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YONKERS
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QUEENS

LAGUARDIA
AIRPORT

NEW YORK
INTERNATIONAL
AIRPORT

LONG ISLAND SOUND

ATLANTIC OCEAN

Manhattan Piers

The waterfront of Manhattan is lined with piers along the Hudson River from West 70th Street to the Battery, and up the East River to Corlear's Hook, providing 87 general cargo berths for ocean-going vessels of all sizes. Most of the piers are owned by the City of New York and leased to steamship companies. Railroads serving the port also rent piers for use as receiving or delivering stations. The transatlantic piers in the midtown area along the Hudson River are used by large passenger vessels. Several other piers along the Hudson are equipped for handling both passengers and freight, but the vast majority are relegated to the handling of millions of tons of export-import traffic shipped "Via Port of New York." Some of the railroad piers are busiest during the early morning hours when fresh fruits and vegetables are auctioned to wholesalers. Warehouses and industrial plants dot the West Side Manhattan waterfront.

Recently completed and future-planned developments along Manhattan's waterfront include the present Pier 57, North River, operated by the Grace Line, and the proposed Holland-American Line Terminal at Houston Street on the west side. Pier 57, put into operation on December 28, 1954, is a two-story steel and concrete finger pier used for combined passenger and cargo operations. Built by the City of New York at a cost of almost \$15,000,000, this pier has a rooftop storage area for vehicles awaiting overseas ship-

New Pier 57, Hudson River, showing rooftop storage lot for foreign-bound vehicles. Another feature of this pier is the sub-surface cargo area built under the main deck.



ment and a storage area built in below the surface of the water.

The proposed terminal for the Holland-American Line will be built on the sites of the present Piers 37, 38, 39, 40, and 41 at an estimated cost of \$18,723,000. Measuring 810 feet along the bulkhead and 805 feet in depth, the facility will have berthing space for four ocean-going vessels. The center area of the open-square pier will be open to allow for truck movement to and from the cargo sheds. A 1,000-car public parking lot is also planned for the terminal to ease street congestion in the area.

Staten Island

The northeastern shore of Staten Island is extensively developed with deep-water piers of the American Dock Company, Pouch Terminal, Foreign Trade Zone #1, and a number of New York City-owned piers. The Foreign Trade Zone is an enclosed area within which the customs laws governing the entry of goods and the payment of duty on those goods are not applicable. Within this area the trans-shipment and consignment of trade can be facilitated and the manufacturing and exhibit of goods is carried on. This valuable waterfront area has rail lines to its piers.

Main gate of Foreign Trade Zone #1, Staten Island, with ocean vessels tied up at piers in background.



NEW JERSEY MARINE TERMINALS

Port Newark

Port Newark, operated by The Port of New York Authority under a lease with the City of Newark, occupies 612 acres on the shore of Newark Bay only nine miles from the Narrows. General cargo is handled here, including large quantities of wood pulp, scrap steel, cotton and lumber. Three railroads and many motor truck carrier companies handle the transportation of goods overland to and from the ship's berths. In addition, Port Newark lies within the railroad lighterage limits of the Port District.



The main channel of Port Newark is 7,000 feet long, 685 feet wide, and 35 feet deep. Berthing space for 26 ocean-going vessels is provided at marginal wharves along both sides of the main channel.

Construction and rehabilitation projects under the Port Authority program that have already been completed at Port Newark include seven new cargo terminals with five wharves, two lumber storage buildings, a 15-acre public lumber terminal, a large heated warehouse with 208,000 square feet of storage space, a fumigation building, and a maintenance building. In addition, more than 13 miles of railroad tracks, several miles of public roads, and several buildings, and wharves have been rehabilitated. In March 1954, a

\$5,000,000 three-berth marine terminal was opened and leased to the Waterman Steamship Corporation.

Construction has started on a new terminal fronting on Newark Bay adjacent to the present Waterman Steamship Terminal, for lease to Norton, Lilly and Company. To be located on 24 acres of presently undeveloped land, the new terminal will comprise a 2,400-foot-long wharf, two transit sheds, 880 feet long and 200 feet wide, and a two-story office building of approximately 8,000 square feet, and a 400 car parking area.

On the north side of the Port Newark Channel, a three-berth marine terminal will be constructed in the former Army Base area. The new terminal area will consist of three aluminum, fire-resistant cargo terminal buildings served by a 58-foot-wide wharf extending 1,860 feet along the channel. Each of the vessel berths will be 620 feet long. A 20-foot-wide truck and train loading platform is planned for the rear side of each of the buildings.

Projects planned for the south side of Port Newark Channel include construction of a new cargo terminal building and a waterfront wine terminal. The new cargo shed, with a floor area of 88,000 square feet and a frontage of 440 feet, will be erected on an open wharf.

The wine terminal will consist of a heated building to contain wine storage tanks, bottling facilities, general storage areas, and shipping platforms. Transfer of the wines from tankers to the bottling plant will be accomplished through four gravity-feed pipelines.

Hoboken-Port Authority Piers

Under a three-way lease agreement between the Port Authority, the City of Hoboken, and the United States Maritime Administration, the Port Authority assumed responsibility for a 1,700-foot section of the Hoboken waterfront in October 1952. The Port Authority's development program included construction of two new piers, the rehabilitation of a third pier, and a complete rehabilitation of the upland area, at a cost of \$18,000,000. In November, 1956, the completed Hoboken-Port Authority Piers were dedicated and put into full-scale operation. Both new piers are 700 feet long with a shedded area of 192,440 square feet. The new terminal is now the main operating base of American Export Lines in Mediterranean, Near East, and Far East service.



Aerial view of the Hoboken-Port Authority Piers

New Jersey General Cargo Facilities

Additional general cargo facilities along the New Jersey waterfront number approximately 20 berths, all along the Hudson River from Weehawken to Jersey City. Most of these piers are Class "A" piers, with 90,000 square feet of shedded space or more. In Jersey City the major development is located at Exchange Place, on the offshore side of the Harbor-

side Warehouse. In Hoboken steamship operators are the Holland-American Line and the Red Star Line. Also located in Hoboken is a long marginal wharf terminal used by the East Asiatic Line. In Weehawken, Piers "D" and "K", operated by railroad interests, are normally available for steamship use.

SPECIALIZED FACILITIES

Bulk Cargo Terminals

Although the New York-New Jersey Port is recognized as the world's leading general cargo port, great tonnages of bulk cargo are handled here also. Principal bulk exports include grain and oil.

Grain handling and storage facilities include three public grain elevators with a capacity of 4,250,000 bushels, two transfer elevators, and a fleet of six portable grain elevators operated by the International Elevating Company. The storage elevators are operated by the New York Central Railroad, the

Lehigh Valley Railroad, and The Port of New York Authority.

Petroleum and petroleum products comprise the largest single bulk commodity handled at the Port of New York. All deep sea tanker berths are private facilities built, owned, operated and maintained by various oil and storage companies. Four of these facilities are public terminals where storage tanks can be leased, while the remainder are for the sole use of the operator. Storage facilities are provided at

nine terminals using 372 tanks with a capacity of 3,775,203 barrels.

There are 50 tanker berths in use at the Port, located principally along the New Jersey shoreline at Bayonne, Newark, Jersey City and Perth Amboy. Storage facilities are also located in Staten Island along the Arthur Kill.

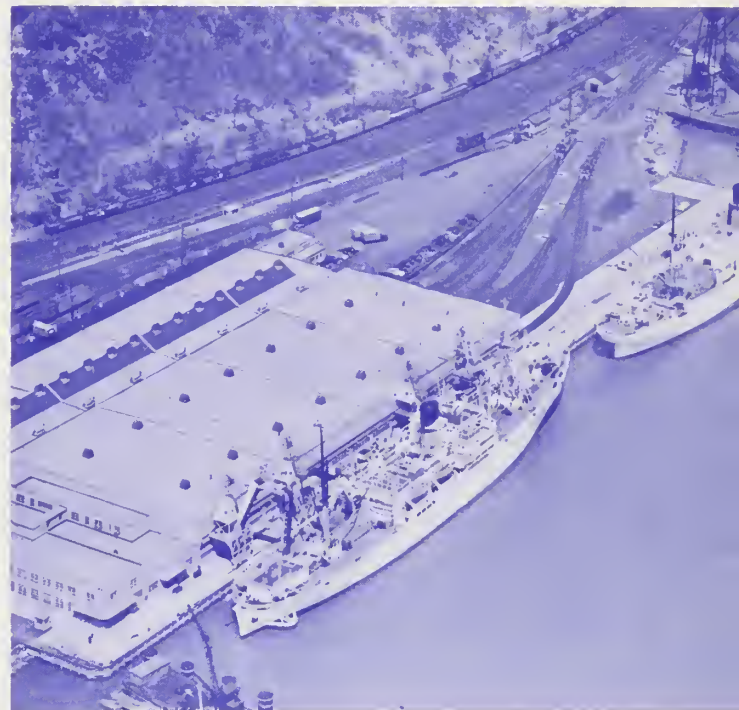
Coal is the second largest single bulk commodity handled at New York. Coal delivered here by ship or rail is primarily for local consumption. The dockside coal-loading facilities are owned by the railroads, most of which maintain coal handling terminals along the New Jersey shore of the Hudson River, and are designed for the transfer of coal from hopper cars to small colliers and open barges and scows. The small colliers carry coal to numerous municipalities near New York, but outside of the port limits. Within the harbor, coal is unloaded from barges and scows at the many coal pockets and numerous power generating and industrial plants along the waterfront. Some of these power plants and a few industrial facilities can also accommodate sea-going colliers:

Ore imports into the New Jersey-New York area are handled by floating cranes. These cranes are placed between the ship and the pier and discharge directly into open railroad cars on the pier or into barges, at a rate of 100 tons per hour per crane. Because of their size, a maximum of three cranes can be placed between the ship and the pier.

Public ore terminals are located at Piers 7 and 10, Jersey City, Claremont Terminal in Jersey City and Pier 9, West New York. In addition to the public terminals, several industries in the port area have waterfront facilities for accommodating ocean-going ships. Ores discharged at these terminals are processed at the adjacent plant.

Homogeneous Cargos

Certain commodities are imported into New York in sufficient quantities to justify building specialized facilities for the handling of that commodity alone. Some of these specialized terminals are designed around extensive materials handling systems, while others are merely modified general cargo piers. At the Interchange Terminal in Weehawken, New Jersey, ships from the United Fruit Company utilize four specially designed traveling cranes to transfer stems of bananas from the holds to an extensive system of horizontal belts called "curveyors" which run between strings of refrigerated railroad cars and over-the-road trucks.



Cargo handling and damage claims are low at this terminal because of automation. A full shipload of 60,000 stems of bananas can be unloaded at this facility during an eight-hour day.



The Port Authority Grain Terminal is a combination storage and transfer elevator with a capacity of 1,800,000 bushels. Deepwater vessels may load directly from this facility as a 35-foot channel extends right up to the pier side.

Container Services

Unit-load operations are carried on by "sea train" and "ship trailer" movement processes. A sea train operation is one that involves shipment of railroad cars aboard ocean-going vessels in domestic trade, while ship-trailer movements involve movement of truck trailers in steamships. A related service to ship-trailer operations is the "container ship" which is a converted tanker that carries aluminum containers the same size and shape as trailer bodies.

At the Seatrain Lines terminal in Edgewater, New Jersey, 125 fully loaded railroad cars are placed aboard large, ocean-going vessels for delivery to Savannah, New Orleans and Texas City, Texas. Loading and unloading is accomplished by use of large shore-side cranes that lift the cars one at a time. Seatrain Lines vessels are also equipped to carry 80,000 gallons of liquid cargos in storage tanks.

Container-ship service was inaugurated in April

1956 from the Waterman Terminal at Port Newark by the Pan-Atlantic Steamship Corporation in coastwise trade. The containers are 32 feet long, 8 feet high, and have a capacity of 40,000 pounds. The converted tankers will be able to carry 58 fully loaded containers.

Under the plan of operation, the containers are driven to the dock mounted on a detachable chassis as trailer bodies. Large cranes lift the containers aboard ship where they are secured in place for the sea voyage. At destination they are unloaded in the same manner, placed on a waiting chassis, and delivered by highway to the consignee. Both full trailer loads and less-than-trailer load shipments are handled. Full loads are placed in the containers at the shipper's plant and remain unopened until reaching the consignee. Less-than-trailer loads are assembled at receiving stations near Pan-Atlantic Terminals.

Loading of containers aboard a converted tanker, the "Ideal X." The shoreside gantry crane, shown here holding one of the containers aloft, easily effects the truck trailer-to-ship transfer.



PORT AUTHORITY FACILITIES

Tunnels & Bridges	Marine & Inland Terminals	Airports
Holland Tunnel	Port Newark	N.Y. International Airport
Lincoln Tunnel	Port Authority Grain Terminal	La Guardia Airport
George Washington Bridge	Union Railroad Freight Terminal	Newark Airport
Bayonne Bridge	N.Y. Union Motor Truck Terminal	Teterboro Airport
Goethals Bridge	Newark Union Motor Truck Terminal	Port Authority-West 30th
Outerbridge Crossing	Port Authority Bus Terminal	Street Heliport
	Hoboken-Port Authority Piers	
	Brooklyn-Port Authority Piers	

TRADE DEVELOPMENT OFFICES

One of the missions given to The Port Authority under the terms of the Port Compact of 1921 was the job of promoting and protecting the commerce of the port. To carry out this important assignment The Port Authority has a Port Commerce Division at its New York headquarters and five regional Trade Development Offices, managed by shipping experts, located in New York, Cleveland, Chicago, Washington, D.C., and Rio de Janeiro, Brazil.

The Port Authority's Trade development program covers a wide range of services to shippers. Exporters, importers, prospective port users, and others engaged in international trade are provided with information on the transportation services and advantages of the great New Jersey-New York Port District. Close contacts are maintained with traffic departments of railroad, steamship, air, and motor carriers and with foreign freight forwarders to expedite shipments and assist in discussions on charges and services. Advice is given to international traders on how to save time and money in routing cargo through the Port of New York.

Exporters and importers are invited to consult the nearest Port Authority Trade Development Office for port information.

CHICAGO	NEW YORK	CLEVELAND
Prudential Bldg. Chicago 1, Illinois CEntral 6-0075	32 Broadway New York 4, N.Y. BOwling Green 9-2285	Room 1604 Terminal Tower Cleveland 13, Ohio MAin 1-3188
WASHINGTON	LATIN AMERICA	
1001 Connecticut Ave., N.W. Washington 6, D.C. STerling 3-5450	Avenida Presidente Vargas 642 Caixa Postal 5207 Rio de Janeiro, Brazil	

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